

The Distributor

Orange County Model A Ford Club

Model A Ford Club of America

Chartered August 1961 – Santa Ana, California

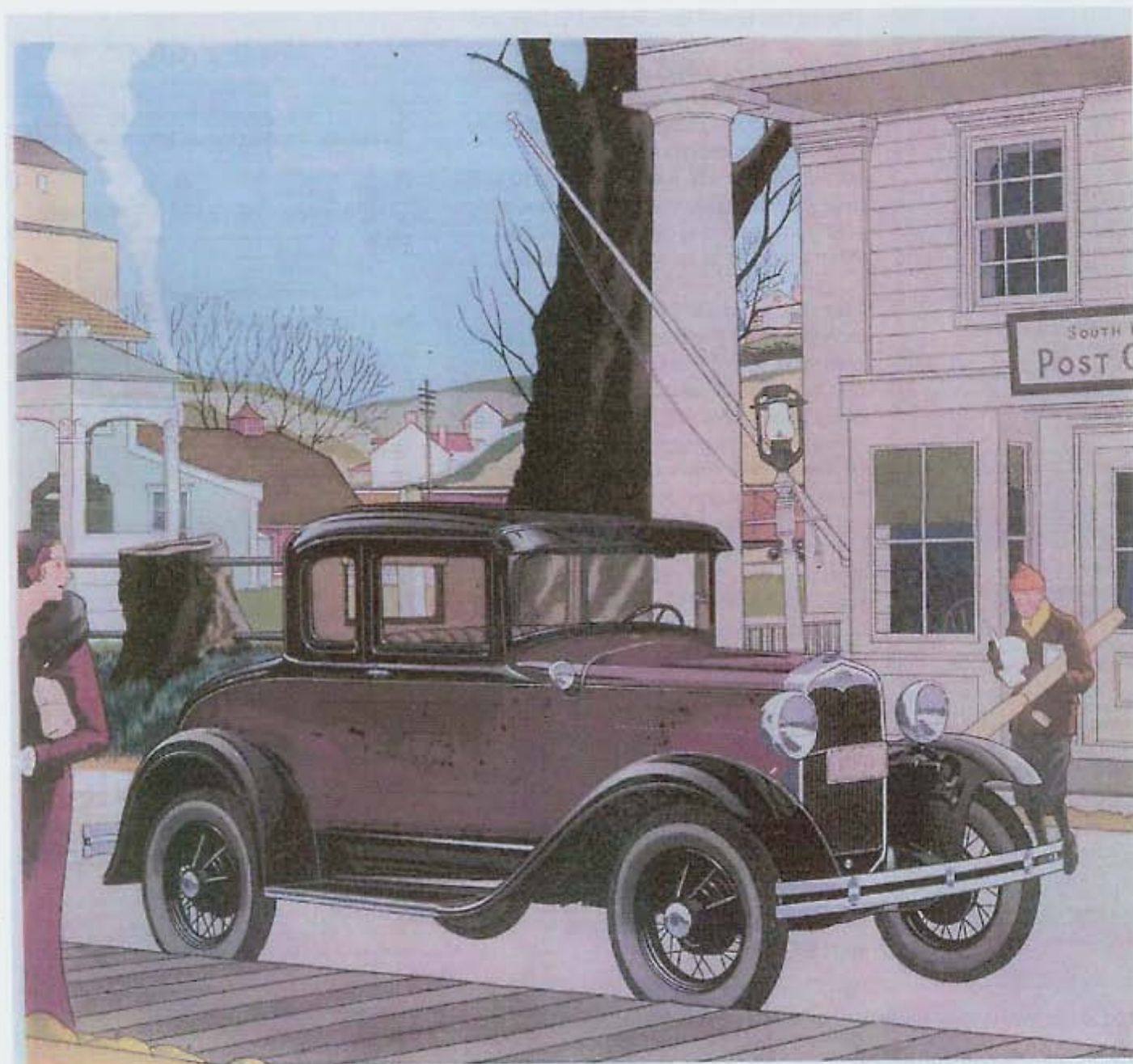
Editors: Peter & Ana Hyland

Email to: newsletter@ocmafca.org

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Website: <http://www.ocmafca.org>

HAPPY 75TH ANNIVERSARY TO THE 1930 MODEL "A" FORD



2004 BOARD MEMBERS

President--Mel Collings

714-970-7194

mtcollings@sbcglobal.net

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562-431-6494

donfmiller@adelphia.net

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714-996-7008

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newsletter@ocmafca.org

244 N Goldenspur Way,

Orange 92869-4422

Special Events/

Pancake Breakfast - Peggy Nunes

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dt_schmidt@sbcglobal.net

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gsleasing@adelphia.net

Election Chairperson

Kathie Mc Call

714-633-0946

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Club Greeter

Jon Heiland 714-836-4244

pjheil123@aol.com

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Knoxbox59@aol.com

Sunshine & Sorrow

Jeanne Parrish

714-999-0611 jprp60@aol.com

Swap Meet

Larry and Gerry McKinney

714-963-2724

lgmcspeed@earthlink.net

Raffle

John Graves

949-497-3067

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Pancake Car Pictures Web Link

ModelAFordPancakeBreakfast.com

Web Master – Photographer

Jim Dunn

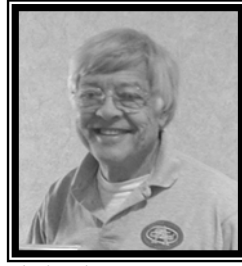
jim@jimdunnphotography.com

Notes From Your President Mel Collings. . .

January 2005

President's Letter

Greetings!



To all of my dear friends in the Orange County Model A Ford Club I want to make this final message to you a very personal one.

Thanks to all of you for giving me the privilege of being your President for the past year and a half. It was an honor. During this time I have learned to love and appreciate even more of you than I did when I was just a regular member. I want to thank each and every one of you who have made this a pleasant and enjoyable experience for me—your kind and encouraging words, your willingness to help, your attendance at our meetings, and your participation in our many activities. What a wonderful group of individuals.

There are too many friends to thank individually. If I started, I would certainly miss someone. Therefore, I will only give one individual an extra special thanks for being there by my side always willing to help me, and encouraging me when I was down or discouraged—my dear wife Terry. Terry, a very special thanks to you.

I am certain our Club will continue on to even bigger and better things. Nothing less could be expected from such a great group of people. My best wishes to the fine group of incoming officers.

It has been an honor serving you.

May God Bless You All.

Mel Collings

**LET'S KEEP DRIVING THOSE
MODEL A's !!!**

New Member

Art & Shirley Goldstrom

5375 So. Cameron

Las Vegas, NV 89118

Tel: (702) 876-3652

Fax: (702) 876-5834

Cell: (702) 303-8124

1928 Phaeton

1915 Model T Touring

1915 model T Roadster

1926 4 Dr Phaeton Touring

WELCOME!!!

QUICK QUIZ

**All Questions relate to
Domestic Production of 1930 vehicles only**

- 1) How many 1930 model A Fords were built?
- 2) Which model was the least (other than zero) built and how many were there?
- 3) Which model was the largest production model and how many were there?
- 4) How many 1930 Victorias were manufactured?
- 5) How many 1930 Deluxe Roadsters were manufactured?

(Answers on Page 6)

This Months Cover:

Courtesy of Jim Dunn

In celebration of the 75th

Birthday of the 1930 Model

A Ford





Activity Schedule

Don Miller

donfmiller@adelphia.net

(NOTE: * = UPDATED INFORMATION)

✓ **Deadline for next *Distributor* is:**

JANUARY 31, 2005

Type or write all articles and ads and Email to:

newsletter@ocmafca.org

Or mail to: 244 No. Goldenspur Way,

Orange, CA 92869-4422

NEXT MEETING DATE

January 13, 2005

Jan 8 (SAT)---Poker Run—Meet at The Village at Orange in the Sears parking lot By 9:00AM. For details see the flyer on page 8 of the December Distributor or call Glenn Johnson at 714-528-0891

January 9 (SUN)---Reminder-----

**The
Annual Installation Banquet of the
Orange County Model A Ford Club
Sunday, January 9, 2005
6:30 p.m.
Westridge Golf Club
1400 S. La Habra Hills Drive
La Habra
Westridge Room**

(Directions are on Page 7 in this issue)

Jan 15 (SAT) Los Angeles Police Historical Society

This tour is scheduled for 10:00 am and is a restored police station with 10 cars in back and a new exhibit on the No. Hollywood bank shootout. For further details call Glenn Johnson at (714) 528-0891



****Jan 22 (SAT) Technical Seminar-Distributor Rebuilding Part I**—this seminar will be lead by Tom Endy and will be held in Conference Rooms C & D. The seminar is scheduled to run from 9:00AM until 2:00PM. See article on page 4

Feb—Date to be announced. A seminar will be held at Tom Endy's home where we are scheduled to work on Chris Foster's car. Details will be furnished later

****Feb 10-14, 2005 Death Valley Tour** staying at the Furnace Creek Ranch Motel. This tour will be lead by Glenn Johnson and he will be discussing it at the January meeting. For further information see the flyer on page 8 or call Glenn or Sharon Johnson at (714) 528-0891

March 5 (SAT) Laguna Hills Founders

Day Parade. For details call John Graves—(949) 497-3067. Also see the Dec 2, 2004 Minutes of the General Meeting on page 6

March 13 (SUN) OCMAFCA Annual Pancake Breakfast –Hart Park

March---Date to be Announced-Technical Seminar-Distributor Rebuilding Part II. Current plans are to hold this seminar at Tom Endy's home.

Mar 31, Apr 1, 2, 3 (THURS-SUN) CCRG in Visalia

May 19, 20, 21, 22 (THURS-SUN) NCRG in Morgan Hill

July 14, 15, 16, 17 (THURS-SUN) Wings & Wheels in Santa Ynez

Sept 28, 29, 30 & Oct 1 (WED_SAT) Southern Calif Regional Meet (SCRG)

Swap Meets

Jan 29 & 30 (Sat & Sun) Turlock Swap meet

Feb 25-27 (Fri, Sat & Sun) San Diego Swap meet At Qualcomm Stadium

Technical 2005

by Tom Endy

January Seminar:

The technical seminar for January will be held at CHOC Hospital (Conference Rooms C&D) from 9:00 AM to 2:00 PM Saturday, January 22, 2005.

The subject will be part one of a two part series on the Model A Ford distributor. The objective of the part one is familiarization of the function and purpose of the distributor, common failure modes and how to deal with them, and the restoration and rebuilding process. Part one will be mostly limited to discussion and demonstration of the various shop techniques required to properly rebuild (without damaging) the distributor housing. Disassembly and minimal hands on techniques will be demonstrated. The various specialized shop tools will be presented, viewed, and discussed. Participants may bring any number of distributor cores to the seminar for disassembly and bushing removal. Bring a small box for each distributor to keep all the removed parts together.

The part two seminar will be held at my house in March (date to be determined). This session will be the hands on restoration and rebuilding process of any and all distributors brought by participants. Participants are encouraged to obtain rebuildable distributor cores after the first seminar. Between the two seminars there are two major swap meets (Turlock in January, San Diego in February) where rebuildable distributor cores may be obtained.

Everyone is invited and encouraged to attend these two seminars, **ladies included**. Anyone who calls themselves a Model A'er should own more than the one distributor installed on their car. A spare, properly restored, ready to install distributor should be resting in your tool box or under the seat anytime you take your Model A out on the road. As Larry McSpeed often says, "you can have enough, but you can't have too many".

Detailed technical handouts will be provided at both the January and March seminars. Coffee and doughnuts available as well. ☺

Join us for the
Fourth Thursday of the Month
Breakfast
January 27 at 8:30 a.m.

Coco's Restaurant
12582 Valley View
Garden Grove

(This is one of our tour starting sites--
just north off the 22 Fwy.)

Any questions?--Terry Collings
(714) 970-7194

Article from Literary Digest, July 12th, 1930

Ford's Rustless Metal

NO; Henry Ford didn't invent it, we are hastily assured by *Current Science* (Columbus, Ohio); but he "saw it first" for the automobile industry. This paper proceeds to give us these details:

"The new product is 'Allegheny metal,' and it is an alloy of the finest steel with about 18 per cent chromium, 8 per cent. nickel, and smaller amounts of manganese, silicon, phosphorus, and sulfur. Being steel, it, of course, has carbon in the mixture, too.

"An alloy, you remember, is an intimate combination of metals, to form new properties. There may be a chemical union, or a mere physical mixture, or combinations of both, in a complex alloy such as Allegheny metal. Not only the constituents, but the manner of their melting, mixing, and cooling, affect the properties of the final product. It is like making tasty soup—there must be the proper ingredients, and a good cook as well.

"Allegheny metal was invented in Germany during the Great War as a type of armor. The British discovered it about the same time. Only a few years ago were the methods of making it in large quantities worked out, then Henry Ford made a contract for most of the American production. He uses about 1,000 tons of it a month.

"You will see this metal on the bright parts of the newest Ford cars. It won't rust, won't tarnish, won't weather. Being one of the hardest forms of steel ever invented, it won't scratch. Nickel, once the premier of bright metal platings, is hardly used at all to-day in the automobile industry.

"This is the second time Henry Ford saw something first in the business he is in.

"Many years ago he picked up the broken axle of a wrecked French racing car, and found a part of it to be unusually hard. He had the metal analyzed, and discovered vanadium in the alloy. Up to that time it was a secret with the French, but soon all the 'Lizzies' had castings at the ends of their axles of finger-thinness—but they never broke!

"They were of vanadium steel—the first light, tough alloy to be used in automobile manufacture."

I Just Bought Another One

By Glenn Johnson

1. Are you thinking about buying your first Model A or maybe you're second or third??? How much should you pay?? How much is it worth?? I bought my first Model A, a 1931 Coupe in 1957 for \$100 and traded it soon after for a 1938 Ford Coupe that was much faster. In 1968 I became interested in Model A's again and started looking for one to restore. Without anyone's help or advice, I bought a 1928 Tudor Sedan that by today's rating standards would be rated a #5 or worse. Without going into detail, the Tudor needed everything. (I completed the restoration in 1971 and I still own it, drive it and show it. Two weeks ago I bought my 10th (tenth) Model A, (I currently have four). It started me thinking about some of the questions I get asked by new members or people I meet at car shows and swap meets who are interested in buying a Model A. My first question to them would be, "Do you want to restore one or buy one that is already done?" If you want one that is done, "Do you want an A to drive by yourself to the donut store or market or do you want to get involved with a club and go on tours?" Or, "Do you want a perfect, trailered, blue ribbon show car or somewhere in between?"

My rating system is as follows:

#1 Blue Ribbon Show Cars: Complete mechanical and cosmetic restoration per the MARC/MAFCA Judging Standards. Everything looks, works and performs perfectly but the car is probably too nice and too expensive to drive. It will have the fourteen required items listed in the judging standards.

#2 Red Ribbon Show Cars: Very much like a #1 car except that Father Time has taken away a little of that absolutely fresh, fresh look, but it's still very nice. It may have a few thousand miles on it but has been extremely well maintained and still appears clean and new and runs perfectly.

#3 May have once been a #1 or #2 car but time, miles and possible neglect are beginning to show it. It may need some paint or mechanical work and is probably not ready to safely drive anywhere, especially not on a club tour.

#4 Rust-free, unrestored car that needs everything rebuilt and refinished. All or at least 95%-99% of parts are on the car and are in restorable condition.
#5 Unrestored, possibly incomplete car, missing hard-to-find parts and have serious dents and or rust. It's best described as junk or a parts car, if it still has some restorable, good or hard-to-find parts on it. It may have some value as parts.

WHAT DO YOU WANT?

#1 If it's trophies you're after, or you're a perfectionist, or just want a Model A that's better than new, then a #1 restoration is for you. You'll love it. Although these #1 show cars are very expensive, they can be a good deal. I know of Blue Ribbon, National Best of Show Model A's that have had upwards of \$100,000 invested in them and then been sold for less than half that figure.

#1 Probable Prices:

Closed Cars \$25,000-\$35,000

Open Cars \$35,000-\$50,000

Rare Body Styles \$45,000-Unlimited

#2 If you want to participate in club events and tours and maybe win a trophy now and then, then #2 Model A's are the most fun. They are eligible to be entered in the Red Ribbon Tour Class at National and Regional Meets. They are usually well-maintained, reliable road cars, sometimes with internal engine modifications, upgraded brakes, and overdrives.

#2 Probable prices:

Closed Cars \$15,000-\$25,000

Open Cars \$20,000-\$35,000

Rare Body Styles \$25,000-Unlimited

#3 These cars were usually once pretty nice cars that have been neglected, poorly stored or have some minor damage, like a dent or a blown engine, etc. A #3 car can be a great buy if you have whatever talents and the time it will take you to repair, rebuild or re-restore its' problems. Keep in mind that things like bodywork, paint jobs and new engines can be expensive. Cleaning, polishing, adjustments and tune-ups are cheap and fun. A good #3 car can usually be easily upgraded to a #2 if you're willing to work on it.

(Continued on Page 9)

Minutes from the December 2, 2004

OCMAFCA General Meeting

Submitted by: Kathie McCall

The meeting began at 7:30 pm with the flag salute led by **Jon Heiland**. There were no first time visitors, but several people felt led to share a joke, including Jon,

Mel Collings and **Doris Miller**.

President Mel Collings presided.

The November minutes were read by Acting Secretary, **Kathie Mc Call** and approved without correction by the membership.

Treasurers Report: Ginger (Endy) Stone reported the current paid memberships for 2005 as 140 households. Ginger is also collecting payment for the Annual Installation Banquet. Club financial records were left open and available for members to review.

Sunshine and Sorrow Report: Jeanne Parrish read a thank you letter from Ginger and Tim for the wedding gift certificate. Jeanne reported that **Gwen Riggs** is still undergoing chemotherapy and continues to have ups and downs during the process. Gwen is absent tonight, a very rare occurrence.

Mel provided an overview of the board meeting. Mel announced the decision to build a club Hubley track and begin to hold Hubley races. **Greg Carcerano** and **Dan Adelman** provided details and indicated they have already researched the project and will see it to completion. Mel reported that his copy of the Model A Times magazine has been missing since the November meeting.

Activities Report: Don Miller presented mileage awards to **Gerald Reid** (500 miles) and to **Joanie Harris** (500 passenger miles).

There were no nominees for the Hard Luck Trophy.

Terry Collings reminded everyone that the monthly club breakfast get together would be on 12/16/04 at Watson's Drugstore in Orange.

There will be no Technical Seminar in December.

Editors report: Pete Hyland distributed flyers for the Turlock Swap meet and made an announcement re: the C.W. Moss Sale, currently in progress. Next newsletter deadline is 12/30/04.

ACCC Report: Larry Conkol absent, no report.

Merchandising Report: Colleen Schmidt was available with club merchandise for sale.

Announcements: Mel read the thank you letter from MAFCA Youth Restoration Award Committee for OCMAFCs participation with a donation. **Tom Endy** provided details.

Refreshments: Provided by **Chris Foster, Jeannie Parrish, Doris Marshal, Sally Miller** and **Joannie Harris**. Karen brought her infamous homemade fudge.

Following the refreshment break, **John Graves** and **Richard Parrish** conducted another lively raffle. **Dick Smith** won the \$5.00 for driving his "A" to the meeting and Joannie Harris for the name badge drawing.

John also invited club members to participate in the annual Laguna Beach Patriots Day Parade to be held on March 5th. The Club will be representing the La Playa organization, which was founded by our outstanding community volunteer and former president, Alice Graves.

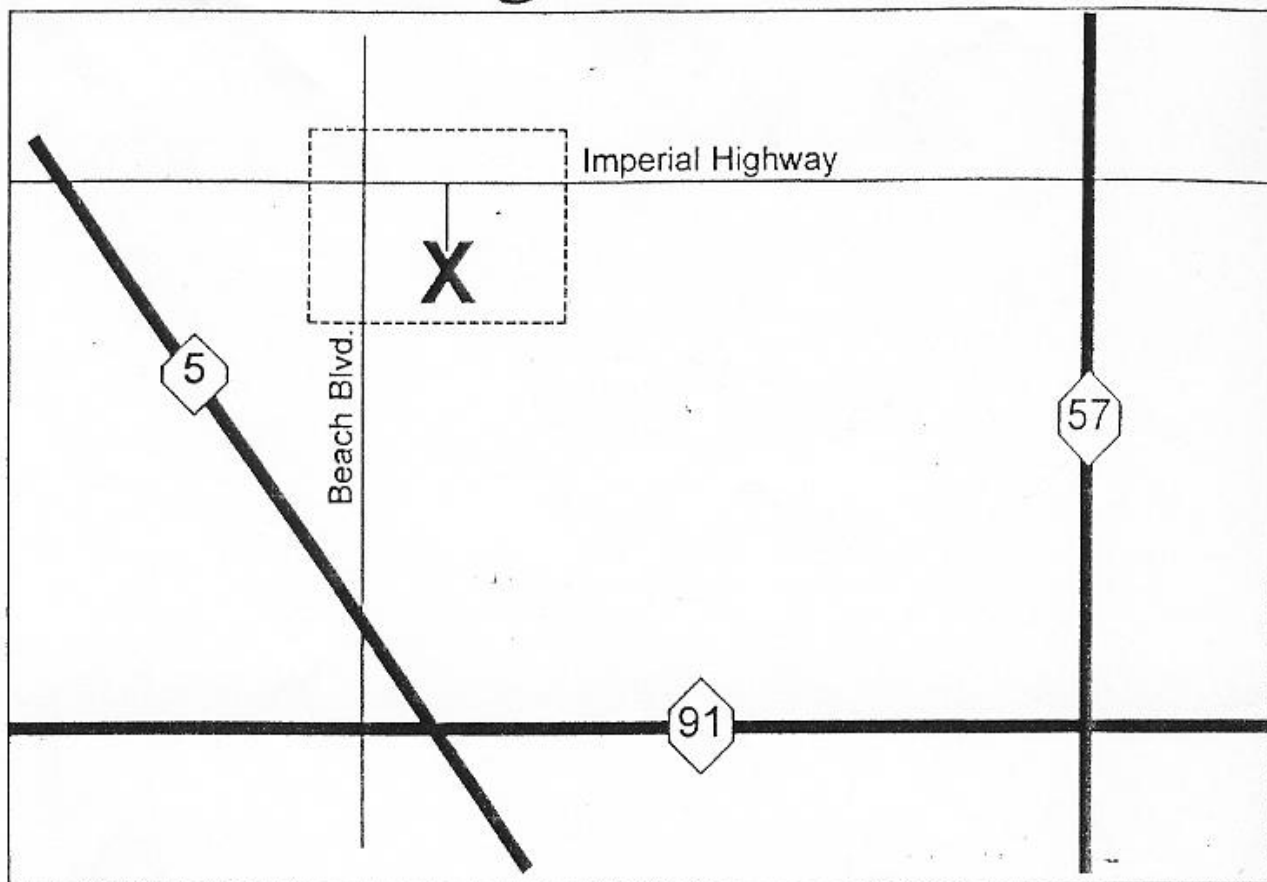
The meeting adjourned at 8:45 pm.

Answers to Quick Quiz

(From Page 2)

- 1) 1,261,053
- 2) Taxi Cab Only 10 were built
- 3) Tudor Sedan 376,271 were built
- 4) 6306
- 5) 11,318

Westridge Golf Club

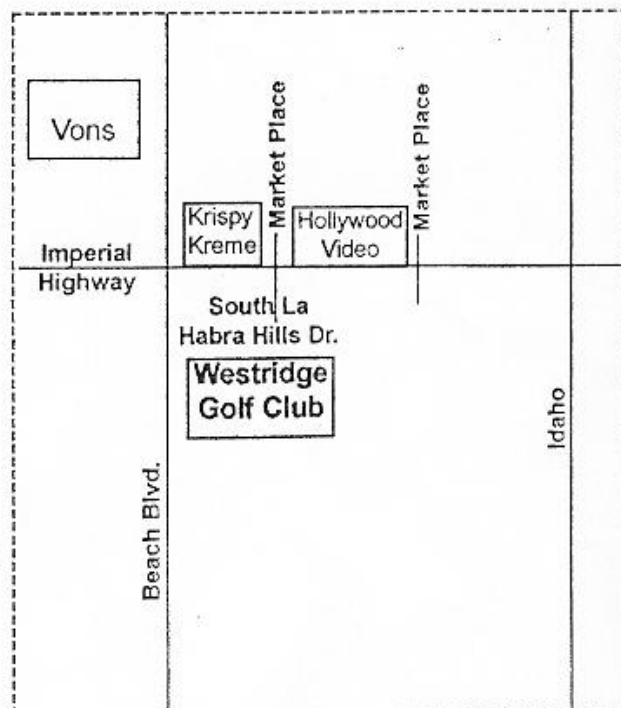


Directions:

From the 5 Freeway: Exit Beach Blvd. Go north (away from Knott's Berry Farm) for about 5 miles. Turn right on Imperial Highway. Turn right at the first traffic signal you come to (South La Habra Hills Dr). Follow the road up the hill to the clubhouse.

From the 91 Freeway: Exit Beach Blvd. Go north (away from Knott's Berry Farm) for about 5 miles. Turn right on Imperial Highway. Turn right at the first traffic signal you come to (South La Habra Hills Dr). Follow the road up the hill to the clubhouse.

From the 57 Freeway: Exit Imperial Highway. Go west (towards the Brea Mall). Follow Imperial for about 5 miles. Pass Idaho and turn left at the second traffic signal (South La Habra Hills Dr). Follow the road up the hill to the clubhouse.



THIS FEBRUARY
DEATH VALLEY
NATIONAL PARK

WILL BE **"ALIVE"**
WITH MODEL A FORDS

JOIN ORANGE COUNTY, SAN FERNANDO VALLEY, AND
THE SANTA ANITA MODEL A CLUBS FOR 5 DAYS & 4 NIGHTS
OF TOURING AND FUN

SEE

SCOTTY'S CASTLE
BAD WATER
RYOLITE GHOST TOWN
DANTE'S VIEW

HARMONY BORAX WORKS
UBEHEBE CRATER
ARTIST'S DRIVE
AND MUCH MORE

WHAT ?

DEATH VALLEY NATIONAL PARK

WHERE ?

THE ORANGE COUNTY CHAPTER WILL DEPART FROM THE SEARS PARKING LOT AT
THE ORANGE MALL AT 9:00 AM

INDIVIDUAL CLUB TOURS WILL RONDEVOUS AT 10:00 AM NEAR THE 10 AND 91 FREEWAYS
EXACT LOCATION TO BE ANOUNCED SOON

WHEN ?

THURSDAY FEBRUARY 10th THRU MONDAY FEBRUARY 14th, 2005

WHY ?

CAUSE IT'S GONNA BE FUN

HOW MUCH?

ROOMS AT THE FURNACE CREEK RANCH ARE \$124+TAX PER NIGHT

HOW TO MAKE RESERVATIONS AND JOIN THE FUN

CALL PHYLLIS NEFSKY AT THE FURNACE CREEK RANCH AND TELL HER THAT
YOU ARE WITH THE MODEL A FORD CLUB. RESERVE 4 NIGHTS 2/10/05-2/13/05

HER NUMBER IS area 760-786-3353

QUESTIONS? CALL GLENN JOHNSON 714-528-0891

(Continued from Page 5)

#3 Probable prices:

Closed Cars \$8,000-\$12,000

Open Cars \$12,000-\$18,000

Rare Body Styles \$20,000-Unlimited—The guy with a #3 town car still probably wants \$100,000 for it.

#4 If you want to do a ground up restoration on your favorite Model A body style, try to start with a complete straight car. Whether you're planning to do your own work or hire all or part of the restoration out to professionals, a complete straight care will almost always result in the best restoration. The most important things to look for are: (1) Straight, unrusted sheet metal. (2) Original, restorable small parts like door handles, interior hardware, engine accessories, (coil, distributor, engine pans, carburetors, etc.) All of these small parts can be hard to find and expensive, especially if they are rare or new old stock (Nos). (3) Original unpitted headlights, radiator shell, bumpers and other parts to be plated. 30-31 cars have stainless steel headlights, radiator shells and some other bright parts are stainless steel and not plated.

#4 Probable Prices:

Closed Cars \$5,000-\$8,000

Open Cars \$8,000-\$12,000

Rare Body Styles \$12,000-Unlimited. The guy with an unrestored #4 Town Car still may want \$100,000.

#5 Unless this car is a very rare body style or you happen to have a backyard full or all the parts this car will need, don't buy it. One exception is if the car has enough good parts on it to be dissembled and sold one part at a time to recoup or profit from your investment.

#5 Probable prices:

Closed Cars Free - \$2,000

Open Cars \$2,000-\$4,000

Rare body styles...see #3 and #4, \$100,000

If you're looking for a Model A to buy, allow me to offer a few suggestions.

1. Decide what body style you want before you start looking.
2. Try to get the owner to give you an accurate description over the phone.
3. If the car is far away, ask him to send some pictures of all angles of the car.
4. Never buy based on descriptions and pictures alone. Go look at it in person. A \$400 or \$500 plane ticket might save thousands in unseen needed repairs.
5. If possible take someone who knows more about Model A's than you do with you to help evaluate the car

for sale. If the car is far away look in the National roster for someone closer to the car and ask if they would look at it for you and give you an opinion. Remember though if it's a great deal, he may buy it from under your nose.

6. Unless the car is only a block or less from your garage, have it trailered or flatbedded home. Don't try to drive an unfamiliar car any distance until you know it better.

7. "Professional Restoration", means that money was paid to those who did the work to their (maybe not your) satisfaction. Buyer Beware.

8. Host a party to show your new Model A to all your Model A friends.

"FOR SALE"

A Very Rare 1930 Model A "Standard" Roadster

Everything is restored to original, four-cylinder, three-speed transmission, four-wheel brakes, straw wheels, excellent black pleated seat upholstery, new tires, and rumble seat. This car is in excellent mechanical condition. The restoration was done by Phil Mino of Strathmore, California. It was completed in September of 1983. This car doesn't have more than 2,000 miles on it since that time. This is a four-owner car with a history as follows. It was purchased in Porterville originally and sold to Dick Lamb of Strathmore. At the time, Dick bought it from this widow and when he went to transfer the title, it had been signed off by the lien holder. It turned out that the lien holder was the guy who sold the car new. My dad bought the car from Dick and when he passed away in 2001, I inherited the car. It had set under cover in storage. My dad only drove it maybe three times for short distances. In the time I've had it I've put 500 miles on it. It runs great and I start it every few weeks. I'm asking \$28,500 for it. Enclosed are pictures.

Please feel free to call or email me at
Spence@springvillewireless.com or phone
(559) 539-0244

Mike Spencer



August Technical Seminar

Held at the Knox Home

Heat Reduction Techniques for the Passenger
Compartment of the Model A Ford
Presenter and Inventor
Leslie Pam of the Santa Anita A's

(NOTE: This article is adapted from notes for another seminar but this is what we talked about. We had 8 participants and installed 2 shields and sold several. I have one more for sale and **Leslie donated one for our Pancake Breakfast.** John Knox)

Leslie writes:

While cruising back from the National convention in Riverside, with the temperature well over 100 degrees, I noticed that my gas pedal foot was getting very hot, and I had to use the hand throttle to go the rest of the way. It made me wonder how many times we have heard that same complaint about hot feet from our front seat passenger, while cruising in the heat of a California summer. Like many others I have considered a number of solutions-- ranging from muffler shields and floorboard insulation to the firewall accessory

manufactured

to fit the

Model A.

While I have tried all or a combination of the above, in an attempt to make my

driver's compartment as free from heat and noise as possible, I am going to restrict this article to our tests done on different mufflers and shields.

Bob Travis and Bob Moore (of the Santa Anita Model A's) volunteered their sedans, as Travis had the Aries muffler and Moore had a stock replacement muffler. Most of the tests were going to be done on Travis' sedan, but I wanted a reading off of Moore's stock muffler for comparison.

Both Bob Travis and Bob Moore had the commercially available muffler shield already installed on their cars and I provided an alternate choice with a prototype of my newly designed extreme-duty muffler shield. Having had a bracket failure on the currently available shield, I had decided to improve on the design, and I conceived of creating the insulated shield, which I subsequently built and am currently running on my own car. In the original shield, the sheet metal brackets, which are made

of the same gauge as the shield itself, are spot-welded and tend to crack, due to the flimsy nature of the design. If you have one of those on your car I would recommend checking for this problem, as Bob Travis' shield had a serious crack in the rear bracket which I pointed out to him when we removed it for one of the tests. To eliminate this problem on the new shield, I am fabricating 1/8 inch steel brackets that are attached with 5/16 bolts. I also wanted to create a more efficient insulated shield by sandwiching a commercially available heat-absorbing material between two pieces of sheet metal. (Note: he did this and this is what we installed at our seminar.)

Test Devise

To get accurate readings on all the tests, I used a hand-held infrared thermometer, with a laser to pinpoint the exact spots we wanted to test. All measurements were made from six inches.

The Cars

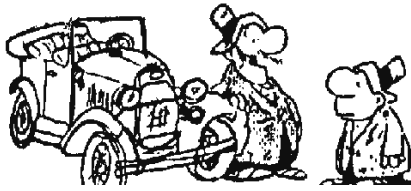
Bob Travis's sedan has an Aries muffler and a 160-degree thermostat, which kept the engine temperature at a constant 160 degrees. Bob Moore's sedan has a stock muffler and no thermostat, so we used a towel over the radiator to keep his engine temp at 160 degrees. The

temperatures were checked periodically with the infrared thermometer pointed to the center of the core.

Surprisingly, when we started measuring the temperature off the muffler, which was always done at the front and rear seams, we noticed that when the

engine was cold, the temperature was hotter than when the engine warmed up. This is due to the effects of scavenging. When the hot exhaust gases come into contact with the cold manifold, exhaust pipe, and then muffler, the gases condense, slowing down the flow, hence the higher exhaust temperatures. After reaching operating temperatures, the scavenging effect produces a faster flow and less heat in your passenger compartment. Bob Travis' sedan measured 330 degrees at the front seam of the muffler with the engine cold and 207 degrees at the front seam when at 160 degrees operating temperature. Bob Moore's sedan went from 394 degrees at the front seam with a cold engine to 289 degrees at the front seam when at 160-degree operating temperature. It is interesting to note the 82-degree differential between the Aries and the more common replacement muffler after the cars reached operating temperatures. (Continued on Page 11)





CAR BARN SPECIALS

*Member ads will run two months unless renewed. Non member ads will run one month unless renewed. All ads must be submitted in writing to: prhyland @att.net or
OCMAFC Editors 244 No. Goldenspur Way,
Orange, CA 92869-4422*

Visit MAFCA's Web Site:
www.mafca.com/classifieds.html



FOR SALE--1930 AA Truck.

Unique one of a kind operational business vehicle (Yellow w/green canvas cover)
Business on wheels. Excellent for advertising.
Runs great. Looks great. Great ambience.
Restored 10 years ago.
Wooden fruit boxes included.
\$19,000.00 or make offer.
Pictures available.
Kent & Menta Cookingham
805-927-9422 (Cambria)

ERA CLOTHING FOR SALE

1 long dark green velvet dress & jacket.

Size 14	\$65.00
A Boa -Fur	65.00
1 green & clear crystal evening bag	50.00
2 small mesh hand bags	35.00 & 45.00
2 Ford Script Caps	3.00
1 Black Derby hat size 7	25.00
1 Tuxedo dress shirt size 15	10.00
1 Tuxedo dress shirt size 14 1/2	10.00
1 Van Huesen Black Tuxedo Small	50.00
1 Cuff link set with studs	10.00

Call **Tom & Arlene Schenk Ph. (714) 637-9599**

For Sale—1931 Model A Standard coupe

Earlier restoration-recent overhaul of rear end, transmission and brakes. New shocks. Volvo overdrive. Brown body with black fenders. \$10,500.00 OBO

Call: Gary Wilson at (949) 922-8114.

e-mail: gawils@cox.net

For Sale---1930 Standard Roadster.

See complete details on Page 9

August Technical Seminar

(Continued from Page 10)

Test One

Bob Travis's sedan with muffler temperature at front seam read 207 degrees and as expected with no muffler shield, 207 degrees from the top side coming into contact with the floor boards.

Test Two

Bob Travis's sedan with commercially available muffler shield read 160 off shield coming off the front of the muffler, which is a reduction of 47 degrees less heat than is coming directly off the muffler.

Test Three

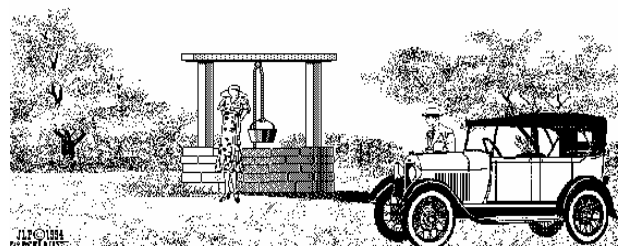
Bob Travis's sedan with my extreme duty muffler shield read 130 off the shield coming off the front of the muffler, which is a reduction of 77 degrees, less heat than is directly coming directly off the muffler.

What We Discovered

The Aries muffler runs 82 degrees cooler than the "other muffler". The extreme duty shield gives you 77 degrees of reduction, which is an additional 30 degrees of reduction over the "other shield".

Overall reduction is 159 degrees with the extreme shield and Aries muffler combination. That is 159 degrees of heat reduction under the floorboards of your passenger's feet.

The "KOOL FEET" Muffler shield is available from Leslie Pam for \$79.95 plus shipping. (John Knox has one if you want to avoid the shipping fees.)
Tel: 310-275-3836 • Email: LAKoolp@pacbell.net





General Meeting

[Second Thursday of every month]

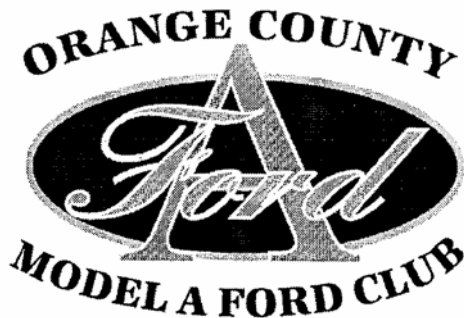
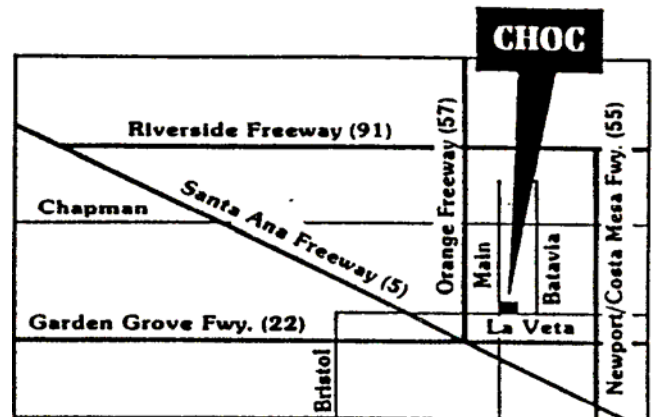
January 13, 7:30 P.M.

(Board meeting at 6:00 PM
in adjoining meeting room)

CHOC Hospital Complex
455 South Main St. Orange CA

From Main Street, turn east onto Providence Ave.
and immediately, on your right, enter the structure
and park on the second level. Meeting room
accessed from parking structure.

- **Deadline for next *Distributor*:**
January 31, 2005
- Type or write all articles and ads and Email
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Or 244 No. Goldenspur Way,
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